

# Prospect Street



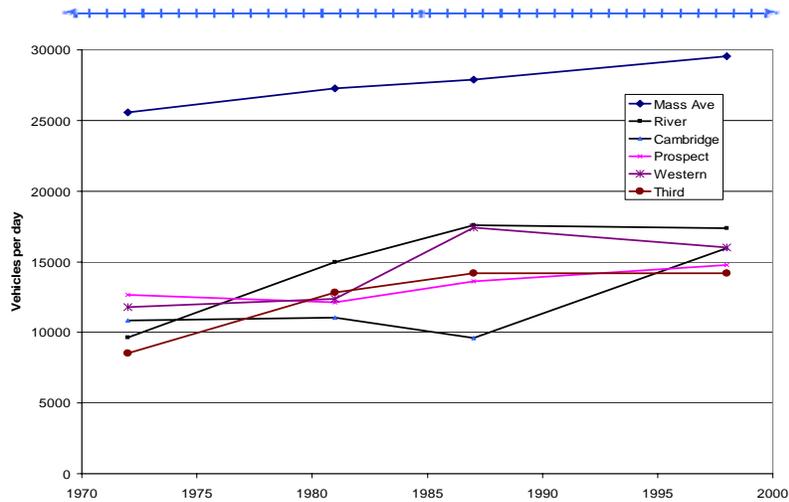
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# Outline



- Historical volume
- Existing conditions and recent changes
- Safety analysis
- Observations and future work

## Daily Volume Comparison



## Existing Conditions – Geometry

- Lane Allocation
  - 2 lanes northbound, 1 southbound
  - One block has on-street parking
- Widths
  - Curb-to-curb: 33 feet
- Truck Exclusion
  - Entire length

## Existing Conditions – Signals

- Southbound progression in both peaks
- 90-second cycle-lengths
- Concurrent pedestrian phases
- Leading pedestrian intervals

## Recent Changes – Corridor Coordination

- Study conducted in 2004
- Traffic volumes, travel time study
- Coordinated signals to favor the southbound direction
  - Increases efficiency of single SB lane

## Recent Changes – New Signal at Bishop Allen Drive

- Was a high crash location
- Considered turn restrictions, but most crashes were on through moves
- Pedestrian crossing needed improvement
- Southbound bus stop is heavily used
- Signal constructed in 1999
  - Reduced crashes from 100 to 24 (5-year span)
- Converted to concurrent pedestrian in 2005

## Safety Analysis

- Crashes
  - Prospect Street has some of the highest rates in the city

## Top Crash Locations, 2000-2004

	Major	Minor	Total Crashes
1	Massachusetts Avenue	Garden Street	96
2	Broadway	Prospect Street	84
3	Massachusetts Avenue	Alewife Brook Parkway	68
4	Massachusetts Avenue	Somerville Avenue	68
5	Broadway	Inman Street	65
6	Cambridge Street	Quincy Street	63
7	Hampshire Street	Prospect Street	57
8	Putnam Avenue	Western Avenue	56
9	Main Street	Windsor Street	50
10	Massachusetts Avenue	Vassar Street	48
11	Cambridge Street	Prospect Street	47

## Observations

- People avoid making left turns, especially southbound
- People avoid Prospect altogether at certain times
- Bicycle use has increased recently
- Left turn volumes are very low
  - Busiest left turn is NB Prospect to Hampshire

## Possible Changes

- Road cannot be narrowed at intersections
- Reducing a travel lane will reduce capacity
- Lane markings to guide shift at Hampshire Street
- Move bus stop from KFC to Hess

## Future Work

- Complete safety assessment
- Investigate and analyze methods to reduce crashes
- Explore all options including a 2-lane cross-section
- Improve safety for all modes without increasing congestion